

RED OR WHITE.

The official weather predictions are indicated on the Dome of the Pulitzer Building by night and by day. At night red lights mean bad weather, white lights fair weather.

PRICE ONE CENT.

DON'T MISS COMPLETE NOVEL IN NEXT SUNDAY'S WORLD.

LAST EDITION. BY BAYONETS.

Miles of Railway Track Guarded About Buffalo To-Day.

Strikers Faced by a Whole Brigade of State Militiamen.

They Are Quiet but Determined in the Presence of This Force.

Central Switchmen Go Out, Also the West Shore's Day Force.

Fears that the Strike May Reach the Yards at Wee- hawken.

Efforts to Have the Railroad Com- panies Consent to Arbitration.

(BY ASSOCIATED PRESS.)
BUFFALO, N. Y., Aug. 17.—The switchmen of the New York Central Railroad struck work and quit their posts of duty in the Buffalo yards before 1 o'clock this morning. The strike was ordered by the switchmen's union and is a result of the trouble on the Erie and Lehigh roads.

An enormous amount of traffic will be tied up by the strike, as it will, no doubt, involve the West Shore and Lake Shore roads, and perhaps all the lines in Buffalo.

The Delaware, Lackawanna and Western switchmen have plainly been in sympathy with their striking brethren of the Lehigh and Erie.

The day force on the Central are out as well as the night men. The men have driven the wedge at the most critical moment, and whoever is responsible for the movement has shown generalship of no mean order.

It is the opening day of the fair, and every road coming into the Union Depot has from one to five excursion trains.

It requires five switch-engines to make up the passenger trains in the Exchange street station under ordinary circumstances. On an occasion like the present, twice that number would be required to handle the business.

The strike of the switchmen has taken experienced men out of the depot, and pick-up men of little or no experience are attempting to keep the large train-shed clear for passenger trains this morning.

Supt. Burrows and Depot Master Fitzgerald are working the men to the best advantage possible, but in spite of these efforts trains were becoming very thick.

Excursion trains blocked.

At 10 o'clock a partial block had been formed, and trains were held from ten to twenty minutes east of Michigan street before getting into the depot.

When it is remembered that the New York Central, West Shore, Western New York and Pennsylvania, Buffalo, Rochester and Pittsburgh, Lake Shore and Michigan Central all have their terminals in this station, the serious aspect of the situation can better be realized.

The prospects for this afternoon and evening, when the large crowds who are in attendance at the fair purpose to return home, are very alarming. Should the Central depot become permanently blocked it is difficult to predict what might result.

THE STRIKE REVERBERATES.
The strike is extending and may be in-

reaching in its consequences and disastrous to the business community.

The switchmen in the Central yards in the vicinity of William street quit work shortly after midnight, but did not hurry about going home. The Central yards are of vast extent and in three different sections of the city.

The six switchtenders employed in the New York Central Depot on Exchange street quit their posts soon after 12 o'clock.

Capt. Zacher, from the Eighth Precinct, was at the Central yards within a very short time with twenty-five men, who were put in patrol duty in the Central yard.

The day shift of West Shore switchmen worked about an hour this morning and then dropped everything right where it stood. Their demands are similar to the demands of the Central men. The night shift, without doubt, will refuse to work to-night.

The Lake Shore men will go out if asked to handle freight from any of the tied-up roads. A boy was in the Central yard at 9 A. M. looking for Grand Master Sweeney. He had a message from the Master of the local switchmen's union at Brayton, Neb. The nature of it could not be learned.

POLICE ESCORT FOR A TRAIN.
A police escort was sent out to bring in the Lake Shore train due here at 1.40 A. M. Capt. Hegan and Dugan went on the engine with men to turn switches and afford protection to passengers.

Switch tenders in the Central passenger yard and train house are included in the strike. This means that not a man in the Central's employ as a switchman is at work.

At 2 A. M. three trains were stalled at the Seneca street crossing. The strikers had tampered with the switches.

No accidents are reported nor further acts of incendiarism. The men have become quiet and determined, this effect being produced by the arrival of more troops.

The Buffalo, Rochester and Pittsburgh men have gone out, despite the fact that their terms were acceded to. There is no disturbance on this road, but every trainman seems determined on his course of action.

The Central yards this morning were under picket guard. It is feared the strike will now spread to the other Vanderbilt lines—the West Shore and Lake Shore roads.

A WHOLE BRIGADE TO THE SCENE.
Brig.-Gen. Doyle's orders will result in concentrating the entire Fourth Brigade here to-day, and they will all be needed, as the strike covers several miles of territory. The bulk of the soldiers are in the big Cheektowaga yards, outside the city limit.

The companies ordered to Buffalo by Gen. Doyle are as follows:

- First Separate Company, of Rochester, 70 men.
- Second Separate Company, of Auburn, 80 men.
- Eighth Separate Company, of Rochester, 85 men.
- Thirtieth Separate Company, of Jamestown, 100 men.
- Twenty-eighth Separate Company, of Tonawanda, 90 men.
- Twenty-sixth Separate Company, of Elmira, 80 men.
- Thirtieth Separate Company, of Elmira, 75 men.
- Thirtieth Separate Company, of Genesee, 85 men.
- Forty-first Separate Company, of Syracuse, 75 men.
- Forty-second Separate Company, of Niagara Falls, 75 men.
- Forty-third Separate Company, of Olean, 80 men.
- Forty-fifth Separate Company, of Cortland, 70 men.
- Forty-eighth Separate Company, of Oswego, 100 men.
- Fifth Battery, of Syracuse, 75 men.
- The Sixty-fifth and Seventy-fourth regiments, now on duty, number about 700 men.

BOARD OF ARBITRATION ON HAND.
Florence Donovan and William Purcell, of the State Board of Arbitration, are in the city and will attempt to get the railroad officials to agree to arbitration of the difficulties.

Grand Master Sweeney and his aides have presented their claims and grievances to Messrs. Donovan and Purcell, and about noon Mr. Donovan and the clerk of the Commission drove down into the yards to find Vice-President Webb, Supt. Voorhees and any other officials on the ground, and invite them to meet in council.

If they should attend the Commissioners will try to persuade them to meet the strike leaders in council for adjustment of differences.

SUPT. VOORHEES TALKS.
Before going down into the yards this morning General Supt. Voorhees, of the Central, in a talk with an Associated Press correspondent was asked how many of the Central men were out.

"There are about 150 men in all," "What do the strikers demand—fewer hours or increased wages?"

"That's just what I'd like you to make clear to the public through the press. It is purely a strike for increased pay. The pretension of the men that they want fewer hours is all humbug. They have worked in the past eleven hours a day actual work, and they expect to continue to work that way, but they want their hourly compensation increased by an amount which is practically 10 per cent."

"It is, as I said before, a strike for increased pay. The men have never before

made the slightest objection to the number of hours they work."

"They made a formal demand for it?" "Yes. The night force came to us on Tuesday at noon and made the same demand as has been made on the other roads. They belong to the Switchmen's Union, and I suppose they made up their minds to do as the other union men did. Their demand was refused."

"The men employed on this road in Buffalo have been receiving more pay than any other men performing like service on this road in the State of New York, and we decided not to grant their demands."

"Do you anticipate much trouble as a result of these men going out?" "No. There has been no demonstration as yet, and no delay of trains. I shall not worry about it."

"Do you know whether there is any permissible freight at present in the yards?" "Yes, I know that there is not any. In this respect we are in very good shape."

EXPECT TO GET NEW MEN.
"Do you expect any difficulty in getting men to take the strikers' places?" "No, not if we are given protection by the authorities."

Asked whether the fact that the West Shore has been carrying freight transferred from the Erie had any thing to do with prompting the Central's men to go out, Mr. Voorhees said he did not think it had. "We are obliged to handle whatever freight is brought to us," said he.

THE STRIKE OF '90.
The New York Central's yards in this city passed through a strike two years ago. The Company defeated the men, filling the yards with non-union workmen.

It was not believed that the Union could again get a stronghold in the yards, but committees have been at work for several months preparing for a strike. A vote taken in the yards a week ago resulted in three-quarters of the men agreeing to strike for the ten-hour system if necessary. The action of last night was the result of the ballot.

CENTRAL MEN WHO ARE OUT.
The Company employs about twenty-five day engines and something over a dozen night engines, each having a switching crew of three men besides the engineers and firemen, making a total of about 125 men in switching service in the yards.

This is nearly as many men as went out in the strike of the Lehigh Valley, Erie and Buffalo Creek roads, thus doubling the number of men out.

WILL FIREMEN STRIKE TOO?
Danger that Disaffection May Reach to the Engineers.

(BY ASSOCIATED PRESS.)
BUFFALO, Aug. 17.—That a strike among the locomotive firemen is imminent there seems little doubt.

Frank Sargent, Grand Master of the Brotherhood of Locomotive Firemen, is stated to have been present at a large meeting of the Brotherhood last evening.

The organization is one of the strongest existing among railroad men. It belongs to federation of orders comprising the switchmen, firemen, conductors and brakemen. The fight of one of these orders has always been the fight of all.

The firemen are known to be in hearty sympathy with the switchmen. The engineers are in most hearty accord with the firemen and are also under great obligations to the switchmen for the position taken by them during the strike on the C. & D. Q. and it is possible that they would be willing to pay the debt by assisting them at this crisis.

If the firemen strike the engineers will certainly refuse to go out with green firemen. The Brotherhood of Firemen is virtually a junior branch of the Brotherhood of Locomotive Engineers. As soon as a fireman is promoted to the position of an engineer he is taken into that Brotherhood and becomes an honorary member of the firemen's association to assist their effort.

Grand Master Sweeney talks.
Men Did All They Could in Self-Respect to Avoid a Strike.

(BY ASSOCIATED PRESS.)
BUFFALO, Aug. 17.—Grand Master Frank Sweeney, of the Switchmen's Union, was interviewed at his rooms in the Genesee this morning. He said that he had just received a message from the headquarters of the Chicago Switchmen's Union, a room 19, Atlantic Hotel, informing him that an attempt was being made to hire switchmen in Chicago to take the places of the men here, but the company had not yet succeeded in inducing any to accept their offer.

"It is not at all likely that men who received 25 to 28 cents an hour in Chicago will come to Buffalo to accept positions for from 3 to 5 cents an hour less wages," said Mr. Sweeney.

Questioned as to the chances of the strike becoming general Mr. Sweeney said: "No man can predict where this thing will end. It may spread like wildfire."

"Certain it is that the men have done everything that a man, with an ounce of self-respect could do to avoid forcing the issue to a strike. The Lehigh Valley men first asked for a reform in certain places June 11 last. The company's officers refused to listen to anything. They have the idea that they can drive the men and frighten them into sub-

J. A. BOSTWICK DEAD.

The Standard Oil Millionaire Carried Off by Heart Failure.

Fire in His Stables, Which Cost Two Servants' Lives, the Cause.

Ex-Treasurer of the Oil Trust, Ex-President N. Y. and N. E. R.R.

Jacob A. Bostwick, widely known as a Standard Oil magnate, railroad president and multi-millionaire, died this morning at his country residence in Mamaroneck, from heart failure induced by nervous excitement following a fire in his stables, in which his footman and Mr. Constable's coachman were burned to death.

The fire broke out shortly after midnight in the stables of Mr. Constable, of the firm of Arnold, Constable & Co., which adjoined Mr. Bostwick's stables, and gained headway very rapidly. The stables contained a large quantity of inflammable material, which blazed fiercely.

The buildings are near Mr. Bostwick's splendid residence on Oriental Point, overlooking the Sound and in a conspicuous situation.

The alarm was quickly communicated to the village, and the local fire department responded, together with engines from Rye and other neighboring villages.

When the firemen arrived the flames had extended to the stables of Mr. Bostwick, which had already been gutted.

Despite the efforts of the firemen, both stables were burned to the ground. Eight valuable horses were burned in Mr. Bostwick's stables, but some of the animals were removed from their stalls on Mr. Constable's premises. Many valuable carriages were destroyed.

Mr. Bostwick's footman and Mr. Constable's coachman, who were sleeping in the second floor of the stable, were found to be missing after the fire had burned itself out, and search revealed their charred bodies in the ruins.

The dead men had been on a boating expedition yesterday, and it is said that they returned late at night both in an intoxicated condition. It is supposed that a spark from their pipes or a carelessly dropped match, started the fire.

Soon after the fire broke out Mr. Bostwick, who was in his room at his residence, hurried out on the piazza, laboring under great excitement.

The Bostwick stables were completely gutted and nothing of the contents was saved. The loss is estimated at \$50,000.

The Constable stables were rebuilt about a year ago, after they had been previously destroyed by fire. The loss at that time was estimated at \$100,000. They were rebuilt even on a more extensive scale, and it is believed that the loss by this morning's fire was heavier.

A member of the household said: "After he had exerted himself vigorously in the effort to rescue the imperiled men, Mr. Bostwick was found leaning against a buckboard wagon as though faint. He asked to be taken into the house, as he was ill. He leaned heavily on the arm of his conductor on the way."

When he was taken into the house he was placed in a chair. His head fell down on his breast and he was unable to speak. He was then placed upon a lounge and a hurried message sent for a physician.

While being taken into the house he complained of pains in his back. The members of his family gathered about him, but within half an hour after arriving at the house he was dead.

Death is supposed to have been caused by heart failure produced by undue excitement. Dr. Arncliffe, Mr. Bostwick's former pastor at the Fifth Avenue Presbyterian Church, was sent for this morning to comfort the mourning family. The body will be buried in Woodlawn, but the arrangements for the funeral have not yet been decided upon.

On the Stock Exchange the death of Mr. Bostwick excited much surprise, out had little or no effect on New York and New England stock, in which property he formerly held a large interest.

Jacob A. Bostwick was about sixty-five years old. He was immensely wealthy, his riches approximating \$10,000,000, which he had amassed in a life that began in humble circumstances.

He was born in Ohio in 1827, and began his career first as a clerk in a banking office at Covington, Ky., and then setting up for himself in the hardware business.

He was eminently successful to everything he undertook, and was preeminently the architect of his own fortune.

Mr. Bostwick became interested in the business of oil refining in company with W. H. Tilford, and was one of the pioneers in the oil business in the West. He was particularly active in Western Pennsylvania. He was one of the organizers with the Rockefeller, the Flaglers and others of the recently dissolved octopus, known as the Standard Oil Refining Company, was a heavy stockholder in that Trust and its first treasurer, but resigned that office a few years ago, after large ventures requiring his whole attention.

Among these was the New England Railway, in which he was chairman of the Board of Directors down to last June, and for six years president of the road. This position he resigned at the recent reorganization of that road.

At the time of his death Mr. Bostwick was a member of the Cotton, Petroleum and Stock Exchanges. He purchased his seat in the Stock Exchange only a few days ago.

He had not been officially connected with the Standard Oil Company for seven years.

He was the principal owner of the New York Steam Company and the New York Gas Engine and Steam Company, and has an office in the Lincoln Bank, Forty-second street and Fifth avenue, beside another office at 25 William street, at which latter place the accompanying details were given to an Evening World reporter by Mr. Stone, Mr.



[Printed for the benefit of the Railroad Committee, who are officially considering it.]

BRICK WALL FELL IN.

Two Men Buried Under Ruins at Koester & Bial's.

Taken Out Unconscious and Both Are Likely to Die.

A Woman Was Also Knocked Senseless by a Falling Brick.

A 15 TO 1 SHOT.

Libson Maid Captures the Two-Year-Old Race at Saratoga.

First Race.

Second Race.

Third Race.

Fourth Race.

Fifth Race.

Sixth Race.

Seventh Race.

Eighth Race.

Ninth Race.

Tenth Race.

Eleventh Race.

Twelfth Race.

Thirteenth Race.

Fourteenth Race.

Fifteenth Race.

Sixteenth Race.

Seventeenth Race.

MINERS VICTORIOUS.

They Drive Back the Troops at Oliver Springs Stockade.

Soldiers Now Taking Two Hundred Convicts to Knoxville.

Bulletins of a Fierce Battle—Miners Had Sworn Vengeance.

Miners Had Sworn Vengeance.

Miners Had Sworn Vengeance.

Miners Had Sworn Vengeance.

Miners Had Sworn Vengeance.

Miners Had Sworn Vengeance.

Miners Had Sworn Vengeance.

Miners Had Sworn Vengeance.

Miners Had Sworn Vengeance.

Miners Had Sworn Vengeance.

Miners Had Sworn Vengeance.

Miners Had Sworn Vengeance.

Miners Had Sworn Vengeance.

Miners Had Sworn Vengeance.

Miners Had Sworn Vengeance.

Miners Had Sworn Vengeance.

Miners Had Sworn Vengeance.

Miners Had Sworn Vengeance.

Miners Had Sworn Vengeance.

Miners Had Sworn Vengeance.

Miners Had Sworn Vengeance.

Miners Had Sworn Vengeance.

Miners Had Sworn Vengeance.

Miners Had Sworn Vengeance.

LAST EDITION.

CAMPAIGN FUNDS.

William C. Whitney and James Smith, Jr., Each Contribute \$1,000.

They Consider the Move to Win the West a Good One.

What They Say in Approval of "The World's" New Plan.

Subscriptions from Other Democrats Swell the Total to \$14,609.92.

[From This Morning's World.]

Joseph Pulitzer, "The World" \$10,000.00

W. M. Rogers, Boston "Globe" 1,000.00

W. M. Rogers, Philadelphia "Record" 1,000.00

W. C. Whitney, New York "World" 1,000.00

James Smith, Jr., New York "World" 1,000.00

Other contributions..... 609.92

Grand total.....\$14,609.92

WHITNEY APPROVES AND SUBSCRIBES

He Believes that a Volunteer Effort Should Be Made for the West.

To the Editor of The World:

I send you herewith a small subscription to your Western Campaign Fund. Your effort originates, as I understand it, in the idea that the field is much broader now than it has heretofore been; that there are several doubtful States among those that have been Republican hitherto. The demand for campaign literature and the information received at National Headquarters indicate that this is probably a correct view.

I see no objection, but much in favor of a volunteer effort being made for those States. The National Committee will necessarily give its attention mainly to the old battle-ground, with every prospect, as it now appears, of a favorable result.

The field is wide, and I see no reason why we should not welcome all who choose to unite in the work.

Inclosure my check for \$1,000. Yours, New York, Aug. 16. W. C. WHITNEY.

JAS. SMITH, JR., GIVES \$1,000.

He Believes the Plan Is Excellent and Backs His Opinion Well.

To the Editor of The World:

I consider your proposed Western Democratic Campaign Fund not only right in theory but good practical politics, and earnestly desiring as I do the election of Cleveland and Stevenson, I gladly avail myself of the opportunity to subscribe.

Inclosed please find my check for \$1,000. Very truly yours, JAMES SMITH, JR. Newark, N. J., Aug. 16.

YESTERDAY'S SUBSCRIPTIONS.

William C. Whitney.....\$1,000.00

James Smith, Jr., New York.....1,000.00

W. M. Rogers, Boston.....1,000.00

W. M. Rogers, Philadelphia.....1,000.00

W. C. Whitney, New York.....1,000.00

James Smith, Jr., New York.....1,000.00

Other contributions.....609.92

Grand total.....\$14,609.92

Whitney Approves and Subscribes

He Believes that a Volunteer Effort Should Be Made for the West.

To the Editor of The World:

I send you herewith a small subscription to your Western Campaign Fund. Your effort originates, as I understand it, in the idea that the field is much broader now than it has heretofore been; that there are several doubtful States among those that have been Republican hitherto. The demand for campaign literature and the information received at National Headquarters indicate that this is probably a correct view.

I see no objection, but much in favor of a volunteer effort being made for those States. The National Committee will necessarily give its attention mainly to the old battle-ground, with every prospect, as it now appears, of a favorable result.

The field is wide, and I see no reason why we should not welcome all who choose to unite in the work.

Inclosure my check for \$1,000. Yours, New York, Aug. 16. W. C. WHITNEY.

JAS. SMITH, JR., GIVES \$1,000.

He Believes the Plan Is Excellent and Backs His Opinion Well.